

PRINCIPLE FIVE: MIX OF USES

PROVIDING A DIVERSITY OF USES FOR A VIBRANT CENTER



An intense mix of land uses: retail, employment, residential, entertainment, and public services concentrated within a neighborhood center stimulates pedestrian activity and provides economic opportunities. A diverse neighborhood is a “melting pot” and destination for a variety of people for many different purposes.

H Street, NE includes retail, offices, services, and opportunities for housing.

CONCEPTS

A mix of uses

- Includes places to live, work, shop, play and learn.
- Makes a variety of destinations convenient to transit riders and pedestrians.
- Provides many housing types and retail options for a variety of preferences and incomes.
- Increases opportunities for and access to employment.
- Keeps sidewalks busy and safe at most hours of the day and night.
- Can be organized horizontally and vertically.
- Reflects the character of the neighborhood and the type of transit services available.



GUIDELINES

A. Promote a variety of uses in the compact neighborhood center that provides many different opportunities for housing, economic growth and pedestrian activity.

- Establish a commercial retail center near transit facilities. A variety of services creates interesting pedestrian and transit destinations.
- Support employment opportunities near transit facilities. Job opportunities easily accessed without an automobile support the local economy and reduce auto traffic.
- Provide housing development opportunities within the defined center.

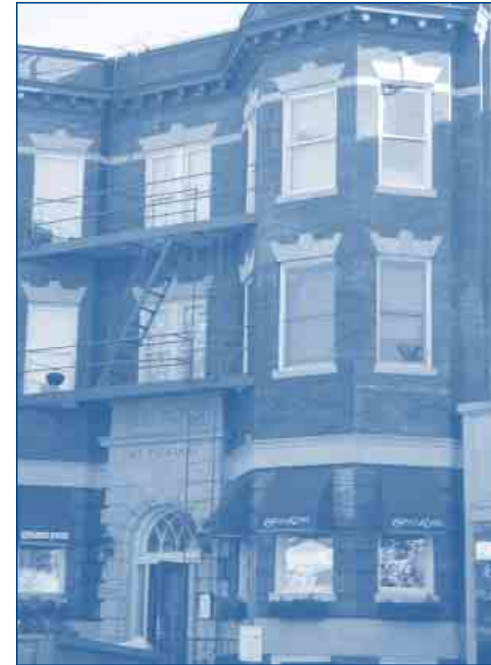


Adams Morgan is easily accessible by bus or bike, making it a convenient place to live, work, eat, and shop
Source: Washington Regional Network

- Orient retail and commercial uses to the sidewalk to make these services convenient to pedestrians and transit users while contributing to a vibrant community environment.
- Determine the mix based on neighborhood strengths. Some neighborhoods can accommodate major employers, others may be large retail centers, while others will be predominantly housing. There is no magic mix of uses.

B. Establish a mix of residential opportunities near transit facilities and community services.

- A mixture of uses such as apartments above shops provides opportunities for additional housing options, while townhouses can also be incorporated at the center.
- A mix of residential types, costs and ownership help create a diverse community and generate transit use. Refer to Principle Four: Attractive and appropriate architecture.



Buildings can have a mixture of uses within them and contribute to a mixture of uses at street level.



C. Promote development of underutilized land.

- Encourage infill development on abandoned or underutilized properties.
- Introduce a mix of uses through gradual infill investment.
- Utilize and expand existing buildings for new uses in demand by the community.



Development on vacant or underutilized properties can provide a desired mix of uses and additional residents to meet community needs.

Source: Puget Sound Regional Council

D. Discourage a separation of land uses in the neighborhood transit center.

- Minimize pedestrian “voids” between buildings and uses such as surface parking lots, under-utilized vacant land or wide roadways.
- Eliminate auto-oriented land uses in the defined center such as gas stations and drive-thrus.



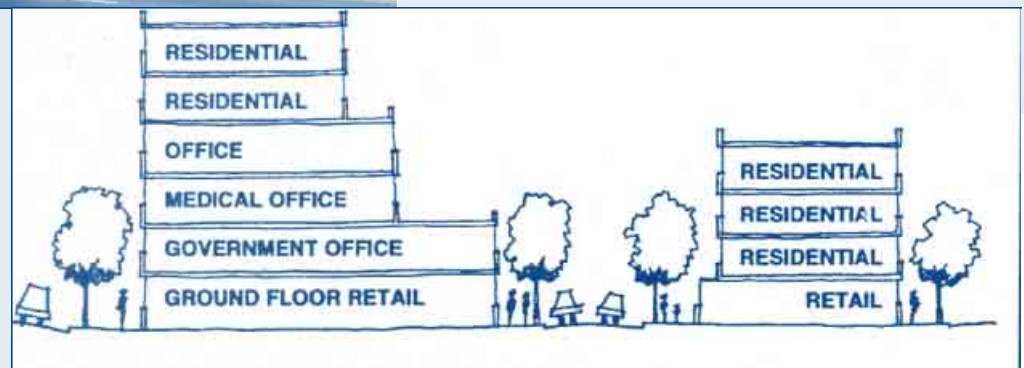
E. Encourage a mix of uses within buildings and on adjacent sites.

- Mix uses vertically within buildings. For example, locate business and housing above first floor retail and commercial uses to support a lively sidewalk environment.
- Mix land uses horizontally between adjacent sites within a neighborhood. Include a variety of uses with a concentrated area such as shopping, offices, schools, restaurants, and community centers.

Low density land uses, such as drive-thru fast food establishments can be obstacles to creating compact, vibrant pedestrian-oriented development

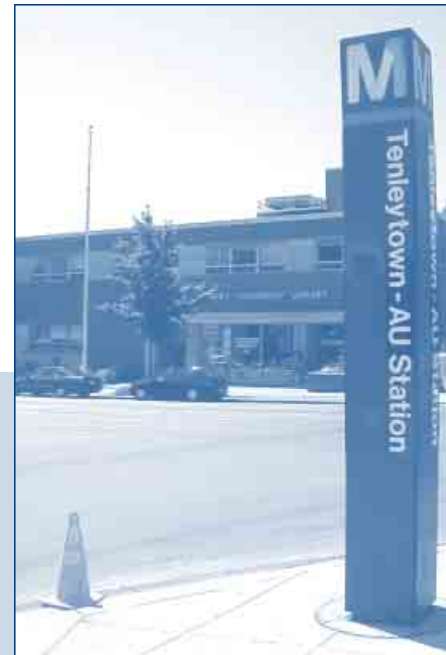
Uses can be mixed within the same building (below) or by mixing single-use buildings (such as apartment buildings or offices) within the same compact area.

Source: New Jersey Transit



F. Integrate public facilities such as schools, libraries and government offices into the transit area.

- Balance public uses with private developments (commercial and residential) to ensure 24 hour activity.
- Make public facilities a focus for activities including community meeting space, festivals and markets, and after-school and weekend activities.



Public facilities such as the school at Minnesota Avenue station or the Library at Tenleytown can be important anchors for transit areas and improve broad access to public services.



The Adams Morgan neighborhood includes residential, office, retail, restaurant, and professional services within a compact, easily walkable area.

Day-care at the Columbia Heights metro station is located above a pharmacy which allows families to take care of many errands on their way to or from the transit station.

